[Dr. Arun Kumar Sarma]

Makum-Dangori section is a 30 kilometre long stretch of metre gauge railway track which forms part of the 80 kilometre long Dibru-Sadia railway line set up by the British in 1881. This line assumes great importance from historical and emotional point of view as being the first railway track in the North-Eastern region. It was the oldest means of modern transport to this remote corner of Assam and Arunachal Pradesh inhabited predominantly by aboriginal tribes and backward communities.

After the development of township and railway terminus at Tinsukia for Delhi bound trains, the track between Dangori and Makum got deserted and this 30 kilometre track got neglected. Recently, there was public resentment when the North-Eastern Railway attempted to abandon this line by dismantling and auctioning the existing infrastructure. When the country has opted for "project unigauge" all over its territories, keeping a track of only 30 kilometre as metre gauge is not at all convincing.

I, therefore, urge upon the Railway Minister to take up immediate gauge conversion of this portion as survey for broad gauge conversion was completed during the Eighth Plan period. This may be taken up by providing adequate allocation in the supplementary Budget during the current financial year.

(vi) Need to Provide Express Train Service Between Kota and Bhopal

[Translation]

VAIDYA DAU DAYAL JOSHI (KOTA): Mr. Chairman Sir, Three trains connecting Kota city with Madhya Pradesh are running under Central Railway. All the three trains viz. kota-Bhopal, Kota-Bina, and Kota-Damoh are local ones. Thus, these trains cover the distance of 100 kms between Kota and Bhopal in 18-20 hours whereas buses take only 8-10 hours to complete the journey. I am continuously demanding to run any one of these trains as an express train but my demand has not been met so far.

Therefore, I request to Central Government to run Kota-Bhopal passenger train as an express train.

(vii) Need to take Concrete Steps to Check Smuggling Along Seashore in the Country, Particularly in Gujrat.

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA (JUNAGADH): Mr. Chairman Sir, Hashish, Heroine, explosive materials and currency are being smuggled into our country along the seashore of Kuccha-Saurashtra inspite of custom's police and Navy patrolling. During the festival days the quantum of smuggling increases. Two-three months ago, at Porbander a red Pakistani boat was found abondoned infront of red light meant for signalling the ships. Cleaner and other staff of that boat ran away. Some boxes were unloaded at seashore along Subhash Nagar at Porbandar, and nothing in known regarding that till date. Through you I would like to request Central Government to take effective measures to check the large scale smuggling along the seashore and intensify the patrolling.

(viii) Need for Early Completion of Renovation Work of New Railway Station Buildings at Karad and Satara, Maharashtra

[English]

SHRI PRITHVIRAJ D. CHAVAN (KARAD): Mr. Chairman, Sir, the Minister of Railways had laid the foundation stone of renovation of new Railway Station buildings at Karad and Satara Railway Stations of South Central Railway. However, the work has not yet been completed.

I urge upon the Minister of Railways to ensure that renovation work of Karad and Satara Railways Stations in my constituency is completed early.

DISCUSSION UNDER RULE 193

Problems of Textiles Industry—Contd.

14.26 hrs.

[English]

MR. CHAIRMAN: Now, the House will take up further discussion regarding problems of Textiles Industry. Shri Madhukar Sarpotdar will continue his speech.

SHRI MADHUKAR SARPOTDAR (MUMBAI NORTH-WEST): Mr. Chairman, Sir, yesterday I quoted a news item which appeared in the newspaper regarding the closing down of 120 textile mills. Today, to my utter surprise, I have seen the news item again in the newspaper which says.

[Translation]

'Decision to close down 70 textile mills'.

[English]

So, out of 120, they have already decided to close down 70 textile mills and render about 50,000 workmen jobless. This being the situation, now we will have to think over the entire policy of the Government as to what the Government is going to do with these labourers.

Sir, if you look at the industry, you will find that the industry was not incurring any loss. On the contrary, according to reports, this industry was making huge profit. I do not know what had happened all of a sudden that the industry had become sick. Then, most of the employers closed down the mills and referred the matter to the B.I.F.R. They started further proceedings because they were fully aware that the workmen were not in a position to run the mills on cooperative society basis. That is why, alternatively, they sought a solution by saying that the land of the mills should be sold away and the money accrued from it should be utilised for housing purpose and some other purposes.

Yesterday also, you said that the unions are in favour